

MEMORANDUM

TO: The Nevada County Transportation Commission

FROM: Daniel B. Landon, Executive Director

SUBJECT: Executive Director's Report for the July 21, 2004 NCTC Meeting

DATE: July 12, 2004

1. REGIONAL SYSTEM OPERATIONS PLAN

At the June Nevada County Transportation Commission (NCTC) meeting, in connection with the adoption of the 2004/05 Overall Work Program (OWP), staff was asked to develop a scope of work for a planning project that will identify low- cost short-term improvements in the regional transportation system that will improve traffic operations until more long-term improvements can be constructed. Caltrans provides funding for many of its minor projects through the State Highway Operations Protection Plan (SHOPP). In keeping with the similar nature of this regional effort to the SHOPP, we are proposing to call the project the Regional System Operations Plan (RSOP). Discussion of the RSOP project was included on the agenda of the NCTC Technical Advisory Committee (TAC) meeting scheduled for June 30th. Unfortunately, we had to postpone the TAC meeting as I was called away to Portland, Oregon due to a family emergency. The TAC meeting has been rescheduled for July 22nd. We will ask the TAC to review and comment on a draft scope of work and then bring the project back to the NCTC for inclusion in the 04/05 OWP.

2. CLARIFICATION OF RESPONSIBILITIES OF THE NCTC AND TRANSIT SERVICES COMMISSION (TSC).

During the June NCTC meeting, staff was directed to provide clarification of the responsibilities of the NCTC and the TSC related to transit and paratransit services.

NCTC is designated in State statute as the Regional Transportation Planning Agency (RTPA) for Nevada County. As a RTPA, NCTC is to prepare a Regional Transportation Plan (RTP). The RTP is to be directed at achieving a coordinated and balanced regional transportation system, including, but not limited to, mass transportation, highway, railroad, maritime, bicycle, pedestrian, goods movement, and aviation facilities and services (Government Code Section 65080).

Related to administration of Transportation Development Act (TDA) Funds, the designated transportation planning agency shall, from an analysis and evaluation of the total amount anticipated to be available in the Local Transportation Fund (LTF) and the relative needs of each claimant for the purposes for which the fund is intended, and consistent with the provisions of this chapter, annually determine the amount to be allocated to each claimant (Public Utilities Code Section 99230).

The transportation planning agency shall allocate LTF only in accordance with a finding that the proposed expenditures are in conformity with the Regional Transportation Plan (California Code of Regulations Section 6651).

For claims of transit operators under Article 4 of the Public Utilities Code (PUC), the transportation planning agency may adopt rules and regulations supplemental to, and consistent with, those of the department to further delineate procedures for the submission of claims and stating criteria by which they will be analyzed and evaluated (Public Utilities Code Section 99261).

For claims for community transit services, the transportation planning agencies shall adopt criteria, rules, and regulations for the evaluation of claims filed under this article and the determination of the cost effectiveness of the proposed community transit services to be provided under the claims (PUC Section 99275.5).

For claims for transit or paratransit services contracts, the transportation planning agency shall adopt rules and regulations delineating procedures for the submission of claims under Section 99234 and subdivision (a) of Section 99400 and stating criteria by which they will be analyzed and evaluated. Such rules and regulations shall provide for orderly and periodic distributions of moneys (PUC Section 99401).

Prior to making an allocation that is not directly related to public transportation services, specialized transportation services, or pedestrian and bicycle facilities, the transportation planning agency must conduct an unmet transit needs process, which includes the following (PUC Section 99401.5):

- A. Consult with the Social Services Transportation Advisory Council (SSTAC).
- B. Identify the transit needs that have been considered in the transportation planning process, including:
 - 1. An annual assessment of the size and location of groups likely to be transit dependent or disadvantaged.
 - 2. An analysis of the adequacy of existing public transportation and specialized transportation services.
 - 3. An analysis of potential alternative public and specialized transportation services and service improvements that would meet all or part of the transit demand.
- C. Identify the unmet transit needs of the jurisdiction and those needs that are reasonable to meet.
- D. Adopt by resolution a finding that (1) there are no unmet transit needs, (2) there are no unmet transit needs that are reasonable to meet, or (3) there are unmet transit needs, including needs that are reasonable to meet.
- E. If the transportation planning agency adopts a finding that there are unmet transit needs, including needs that are reasonable to meet, then the unmet transit needs must be funded before any allocation is made for streets and roads within the jurisdiction.

So in summary, NCTC has the following responsibilities:

- 1. Adopt a RTP.
- 2. Administer TDA funds consistent with State statutes and regulations.
- 3. Evaluate transit and paratransit claims for consistency with RTP and rules of the agency.
- 4. Adopt criteria for the evaluation of Community Transit Services claims.

5. Allocate funds for claims that meet the TDA and agency requirements.
6. Conduct an unmet transit needs process before allocating funds for streets and roads purposes.

Based on its responsibilities, NCTC's role related to transit and paratransit services is to identify needs and evaluate claims.

The Transit Services Commission (TSC) was established in the 2003 Joint Powers Agreement (JPA) (see attached) for transportation services between Grass Valley, Nevada City, and Nevada County. The TSC has the following powers and duties:

1. Establish fares.
2. Adopt the level of transit and paratransit services, including route structure and service areas.
3. Monitor public response.
4. Approve proposed purchases of additional vehicles.
5. Oversee on a regular basis, and advise as necessary, on the daily operations of the system.
6. Review and approve the annual budget for transit and paratransit operations.
7. Approve grant applications for service operation and/or demonstration or study projects.
8. Direct staff to perform studies and analysis of transit and paratransit service options and alternatives.
9. Approve service adjustments, to maximize efficiency.

The TSC has one additional responsibility related to the contribution of funds by the JPA member agencies. In the event that the financial contribution of the member agencies is to exceed the amount each jurisdiction provided in Fiscal Year 2002-2003, the TSC is to make a finding regarding the sufficiency of funds available to meet the unmet transit needs that are identified as reasonable to meet by the NCTC.

So in general, the TSC has responsibility to monitor, approve, and modify transit and paratransit budgets and operations.

3. NEVADA CITY/NEVADA COUNTY BOULDER STREET/RED DOG ROAD TRAFFIC ANALYSIS

The Boulder Street Alternatives Study draft report (included in Commissioner's packets only) was prepared to analyze the viability of alternative access routes from the Deer Creek Park II subdivision. The study looked at the impact of various alternatives in terms of travel times, level of service, neighborhood impacts, and feasibility of construction. Based on the analysis, the Boulder Street/Red Dog Road corridor is recommended as the primary access route for the Deer Creek Park II subdivision since the alternative routes are less attractive to traffic, and create impacts in areas that are more congested than the Boulder Street corridor.

Nevada City and Nevada County now have the Deer Creek Park II EIR and the Boulder Street Alternatives Study to assist them in determining how best to deal with the potential traffic impacts of the Deer Creek Park II subdivision.

4. TRUCKEE-NORTH TAHOE TRANSPORTATION MANAGEMENT ASSOCIATION
(TNT/TMA)

At the TNT/TMA meeting held on July 8th, Rick Dondro, Deputy Director of Placer County Public Works and Dan Wilkins, Town of Truckee Director of Public Works, discussed negotiations between their agencies aimed at establishing a joint mitigation fee program or establishing reciprocity in their mitigation fee programs. Both seemed optimistic that an equitable agreement will be developed. Mr. Dondro noted that acquisition of two vehicles for SR 267 transit service and transit shelters/park and ride facilities are included in Placer County's proposed Capital Improvement Program.

Mr. Dondro also gave an overview of the Short Range Transit Plan being prepared for Tahoe Area Regional Transit (TART) by LSC Transportation Consultants, Inc. Services being considered that will effect the Truckee area include:

- Operation of a Reno-Truckee-North Tahoe Transit Service.
- Expansion of winter service in the SR 267 Corridor and 90 minute daytime service during non-winter seasons.
- Hourly winter service in the SR 89 Corridor and additional non-winter runs.

attachments